GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012: THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS INDICATED ON THE CHECK SHEET. AND THE SPECIAL PROVISIONS INCLUDED IN THIS PROPOSAL.

THE ACTUAL LOCATIONS OF PAYMENT PATCHING AND FINAL QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE HMA SURFACE REMOVAL ON THE EAST LEG OF THE INTERSECTION WILL BE VARIABLE DEPTH BUT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HMA SURFACE REMOVAL 2 1/4 INCH.

PAVEMENT MARKING IS SHOWN ON THE PLANS ONLY WHERE IT DIFFERS FROM THE EXISTING MARKINGS. EXISTING PAVEMENT MARKINGS ARE NOT SHOWN ON THE PLANS. EXISTING PAVEMENT MARKINGS SHALL BE DOCUMENTED BY THE ENGINEER BEFORE THEY ARE DESTROYED AND REPRODUCED IN THEIR ENTIRETY AFTER SURFACE COURSE IS PLACED.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), AND HOT-MIX ASPHALT LEVEL BINDER, HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACES. ALL OF THE SHORT-TERM PAVEMENT MARKINGS SHALL BE WHITE.

THE DETECTOR LOOP, TYPE 1 PAY 1TEM IS INCLUDED FOR REPLACEMENT OF LOOPS EXPECTED TO BE DESTROYED BY MILLING. THE REPLACEMENT LOOPS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE SURFACE COURSE IN THE AREAS AFFECTED.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADOUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP OR SS-1H FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT).

ROLLERS WILL NOT BE PERMITTED TO OPERATE IN VIBRATORY MODE.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY RAMP SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE RAMPS.

MANHOLES, VALVE VAULTS AND OTHER APPURTENANCES EXPOSED BY THE HOT-MIX ASPHALT SURFACE REMOVAL SHALL BE TEMPORARILY RAMPED AS DIRECTED BY THE ENGINEER. THE INSTALLATION AND SUBSECUENT REMOVAL OF TEMPORARY RAMPS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF HOT MIX ASPHALT SURFACE REMOVAL PAY ITEMS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATI
LEVELING BINDER (MACHINE METHOD) N90	PG 64-22	4.0% Ø N9 90	IL-9.5	N/A
POLYMERIZED HMA SURFACE COURSE. MIX "D", N90	58 S PG 70-22	4.0% & N=90	IL-9.5	MIX D
CLASS D PATCHING	PG 64-22	4.0% @ N=70	11-19.0	N/A

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